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Major Southwest Corridor Bridge Reconstruction

National attention has been focused recently on the desperate need for major repair or replacement of the national infrastructure due to the rapid deterioration of our bridges, highways, and water and sewer lines. The MBTA's Southwest Corridor Project, as designed, addresses the problem of the deteriorating infrastructure in the southwestern portion of the city of Boston.

Construction on the Southwest Corridor Project already has resulted in the completion of bridges, utilities, and an arterial street in the South End/St. Botolph, Roxbury, and Jamaica Plain areas. One of the most visible and significant elements of Southwest Corridor construction is the completion of the bridges across the corridor. Several of the bridges in Section I were severely deteriorated and in need of immediate attention. Of six bridges scheduled for reconstruction in Section I, three have been completed:

Dartmouth Street, West Newton Street, and Massachusetts Avenue. Three other bridges are now in various stages of construction: Berkeley Street, Columbus Avenue, and Clarendon Street.

In Sections II and III, fifteen new bridges will be constructed across the corridor as replacements for the underpasses beneath the old railroad embankment structure. All of these bridges will be completed by the fall of 1984 except the Ruggles Street bridge and a portion of the new Washington Street bridge in Forest Hills. At several of these street bridges, adjacent utility bridges were constructed, allowing future utility repair work to proceed without disruption to traffic or transit service.

The Massachusetts Avenue bridge across the Southwest Corridor will be fully open to traffic again this spring. The bridge was reconstructed in order to

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Southwest
Corridor
Project
Newsletter

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Bridge deterioration prior to SWCP construction.



Photographs by James E. Miller

accommodate an expanded right-of-way for the new Southwest Corridor alignment. A major part of the

reconstruction involved the relocation of the many utilities contained in the

Continued on page 2

The Southwest Corridor Project and the Improvement of Franklin Park

By Richard Heath, Executive Director, Franklin Park Coalition

A hallmark of the landscape design techniques of Frederick Law Olmsted was the use of local materials, often found on-site, to build his parks. Franklin Park's overabundance of puddingstone was used not only in the construction of Franklin Park, but in the Back Bay Fens and Charlestown Heights as well.

The quarries of stone in Boston have long since been closed (the largest can still be seen on Allegheny Street and behind Calumet Market on Mission Hill), but

recently the Southwest Corridor Project has become the new quarry for Franklin Park's improvements.

In 1979 the Southwest Corridor Project began to plan for the demolition of the stone causeway built in the 1890s to the "new" South Station, and how to dispose of the granite and fill. The Franklin Park Coalition suggested that some of the granite could be used in Franklin Park.

The Coalition and the Boston Parks Department at the same

time were planning a \$400,000 landscaping improvement project. Central to the design was the question of how to keep motor vehicles out of the woods and off the meadows of the Park. Arrangements were made by the Parks Department and in the spring of 1981, about one year after demolition, 3,000 feet of granite blocks were delivered and placed in Franklin Park.

In 1982 a second landscaping improvement project was planned by the Boston Parks Department and the Franklin

Continued on page 6



Running block wall along Circuit Drive and the golf course.

Southwest Corridor
Project Newsletter
May 1984

SWCP Hotline
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722-3300

NAME _____
ADDRESS _____
ZIP CODE _____
I want to receive the
Corridor News

MAIL TO:
MBTA SWCP COORDINATION OFFICE
131 Clarendon Street
Boston, MA 02116

bridge structure. In addition to water, gas, steam, and electric lines, the bridge holds street-lighting conduits, telephone cables, fire alarm lines, and MBTA power circuits.

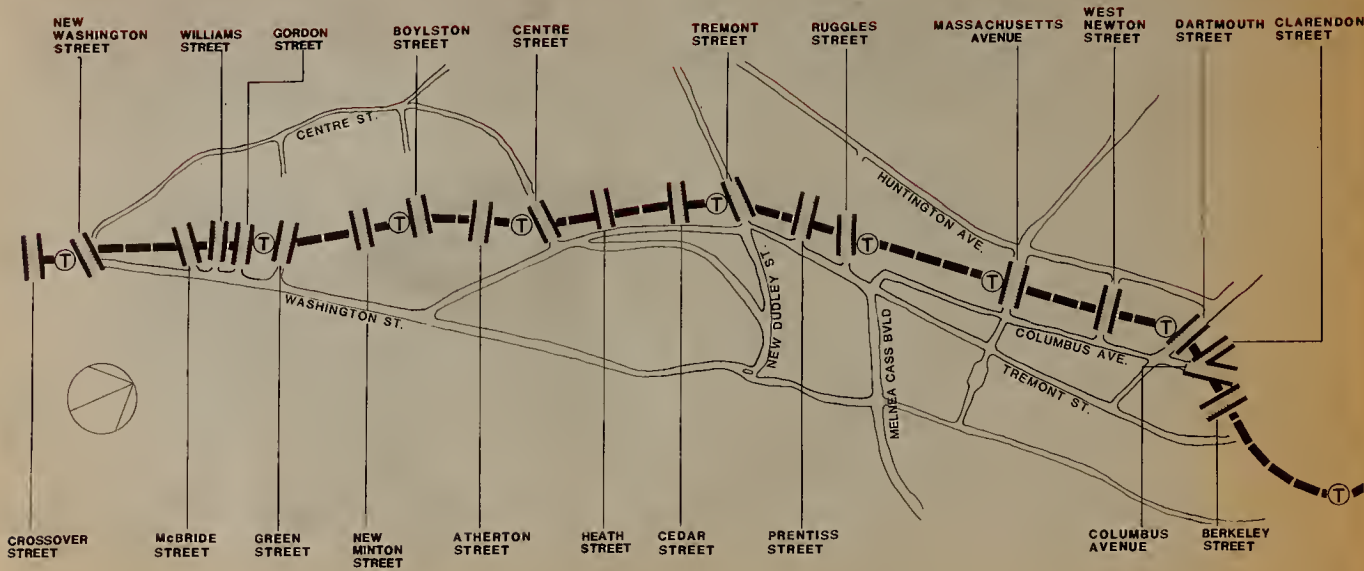
A new Orange Line station

will be built on the south side of Massachusetts Avenue at the bridge. The station will include a small headhouse on the north side of the street that will connect to the station lobby by means of a pedestrian underpass. Bus turnout lanes are

provided on each side of the bridge to provide safe and easy transfer to the station.

The north side of the Massachusetts Avenue bridge also provides access to the Southwest Corridor Parkland. The path through the

Parkland continues to Dartmouth Street and the Back Bay Station.



Section III Bridges

The Southwest Corridor Project includes the construction of nine bridges in Section III. These bridges, like all other bridges being constructed or reconstructed for the Project, are designed to meet the architectural and functional needs of their individual areas.

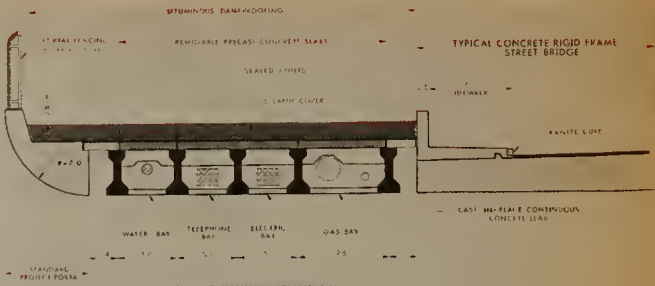
In keeping with the overall architectural concepts of Section III, these nine bridges include a curved portal and special tubular portal fencing instead of line fencing (chain link). All Section III bridges, with the exception of Crossover Street and Washington Street, are designed to have a two-span concrete rigid frame.

A major factor in the design of the bridges was the requirement, where necessary, for support utilities to go across the corridor. The Atherton Street Bridge, which has been completed, required an additional

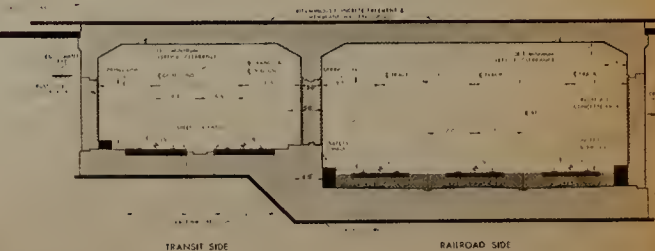
structure for utilities. This is also true of the Green Street bridge. These utility bridges are located adjacent to the main bridges and were designed using simple span pre-stressed highway beams.

The McBride, Williams, and Boylston Street bridges are located adjacent to earth-covered acoustical and recreational decks. This feature allowed utilities crossing the corridor at these locations to be placed in the earth cover of the deck sections. The Minton Street and Gordon Street bridges required no space for utilities.

The new Washington Street bridge and its accompanying utility structures are crucial to construction staging in the Forest Hills area. The northern half of the street bridge and the adjacent structures carrying the utilities were constructed first to allow for the



TYPICAL UTILITY BRIDGE (ADJACENT TO STREET BRIDGE)
Drawing courtesy of Howard Needles Tammen & Bergendoff.



Drawing courtesy of Howard Needles Tammen & Bergendoff.

temporary relocation of the Green Line service and the relocation of all the major utilities in the area. The utility bridge will have an earth cover and planters to provide a "green connection" across the corridor. The utility structures at the new Washington Street crossing, like those at Green and Atherton Streets, have been designed with removable slabs beneath the earth cover to provide easy access for future emergency repairs.

Resumen en Español

Uno de los problemas nacionales más grave es el deterioro de puentes, carreteras, caños de agua y cloacas. Como parte del Proyecto del Suroeste, seis puentes en la Sección I, y quince en las Secciones II y III serán reconstruidos. Además, se harán mejoras en las líneas de luz, gas y agua adyacentes a los puentes. En esta forma el Proyecto del Suroeste contribuirá no solamente al sistema de transporte, sino también a la infraestructura de esa parte de Boston.



Contract 097-306:
Forest Hills: New Washington St. Utility Bridge

Photograph courtesy of Howard Needles Tammen & Bergendoff.



Contract 097-305: Atherton St. Bridge

Photograph courtesy of Howard Needles Tammen & Bergendoff.

Arts in Transit: The Southwest Corridor

The MBTA's art program for the Southwest Corridor Project is underway. Pamela Worden, president of Urbanarts, the administrator of the program, recently stated that the basic premise of the program is for Urbanarts to work closely with artists and neighborhood residents in both the selection of permanent artwork and the development of educational and outreach programming. MBTA board member Melissa A. Tillman added that the program, "Arts in Transit: The Southwest Corridor," will expand the MBTA's long-term commitment to the incorporation of permanent works of art into both new and renovated rapid transit stations in the metropolitan area.

To contact the MBTA art program, call 442-0824 (a temporary telephone number) or write to: Arts in Transit: The Southwest Corridor, Urbanarts, 716 Columbus Avenue, Boston, MA 02120. Artists and others interested in obtaining

guidelines for the permanent art program should enclose a large, self-addressed, stamped envelope.

Resumen en Español

Ha comenzado el programa de arte en el Proyecto del Suroeste. Pamela Worden, Presidenta de Urbanarts, consultora con el MBTA, indicó que con la participación de artistas y vecinos, su compañía seleccionará las obras de arte y los programas educacionales para la comunidad. Melissa A. Tillman, miembro de la Junta de Directores del MBTA, mencionó que este Programa de Arte Permanente continúa el proceso de incorporar obras de arte en todas las estaciones del sistema de transporte.

Para más información acerca

del programa, comuníquense por teléfono al 442-0842, 6 por carta a Arts in Transit, The Southwest Corridor, Urbanarts, 716 Columbus Avenue, Boston, Massachusetts 02120. Artistas interesados en someter sus

obras deben de incluir un sobre sellado con su nombre y dirección.



Materials Testing Lab

Before they can be used for the Southwest Corridor Project, all construction materials must receive a stamp of approval from the MBTA's Materials Testing Lab. This is true from the concrete and steel for the structure of the rapid transit lines to the loam that will be used as a base for planting along the Southwest Corridor Parkland. With much of its work performed behind the scenes in a laboratory in Dorchester, the Materials Testing Lab has played a major role throughout the design and construction of the Southwest Corridor Project by checking that all materials specified in contracts and actually used in construction are in conformance with prescribed MBTA and industry standards.

"Everything we do here is by the book, and we're very strict about it," says Materials Testing Engineer Thomas Murray who heads the laboratory. Murray explained that the MBTA's Materials Testing Lab, which is an arm of the Quality Control Department and under the direction of Assistant Director for Construction Control, John F. Dunne, uses standards set forth by such agencies as the American Concrete Institute and the American Society for Testing and Materials.

In operation since the mid-1960s, the Materials Testing Laboratory has maintained an excellent reputa-

tion for providing control over materials used in MBTA construction projects. "I think we have better control than any other agency in the state," Murray said. He added that the U.S. Department of Transportation recently conducted a thorough inspection and audit of the lab's activities and records and found everything to be in excellent condition. Murray also noted that the eight materials testers of the lab staff have experience ranging from seven to seventeen years.

Although the laboratory is responsible for the control and testing of materials for all MBTA projects, the scope and magnitude of the Southwest Corridor Project alone provides the facility and staff with a substantial workload.

For instance, the extensive use of concrete for the Project requires a close working relationship between Southwest Corridor field construction personnel and the lab staff. Tests must be scheduled and performed in the lab to assure that the consistency and strength of each placement delivered to the Southwest Corridor Project construction sites meets contract specifications and industry standards. "Every placement of concrete is tested," says Senior Materials Tester Robert E. Grenham. He explained that the MBTA resident engineers for each con-

struction contract must contact the Materials Testing Lab when a placement is scheduled. Laboratory representatives also conduct frequent inspections of concrete plants to make sure the mixtures contain the proper quality and quantity of aggregates.

The testing process begins with the fabrication of samples by on-site MBTA inspectors who are specially trained by the lab staff and licensed by the state in the preparation and handling of samples. With the arrival of the first concrete truck to the construction site, the inspector fills three 6" x 12" plastic cylinder molds with 30 lbs. of concrete. Within 24 hours these cylinders are delivered by the contractor to the MBTA Testing Lab. Lab personnel then strip, number, and record the three cylinders and place them in a temperature-controlled "curing" room.

In seven days one of the three cylinders is tested and the remaining two are tested within 28 days. Concrete, according to Grenham, reaches 70 percent of its design strength in seven days and 100 percent of its design strength in 28 days. The desired strength is specified in the contract, depending on the use for the concrete (i.e., for support as a column or wall).

In further preparation for

testing, the top and bottom of each cylinder is capped with a sulphur compound, which provides a smooth surface for placement of the cylinder in a compression and tensile machine. This machine, consisting of a compressor and measuring gauges, compresses the cylinder to its breaking point. That point is measured in pounds per square inch to indicate the strength of the concrete.

Should the sample not meet the specified strength, the lab staff would go to the site for additional testing. A "coring" machine would be used to extract a larger sample, which would be tested to determine whether there may be a problem with that concrete placement. Depending on the circumstances, such a finding could result in the contractor having to remove and replace the concrete.

In addition to concrete, extensive testing also is provided for a variety of other materials, including asphalt, stone ballast (used as support for the railroad), loam and other materials for landscaping, especially all fill to be placed adjacent to the walls and on top of the concrete decks. According to Senior Materials Tester Ray Campo, the consistency of all fill must be tested whether the material is being returned to its original location or is being obtained from out-



Materials Tester Arthur Linehan checks the nuclear compaction machine, used in testing the density of fill.



Mike Malo strips a concrete test cylinder.



Senior Materials Tester Frank Kelley inspects a mechanical coupling re-bar used for structural concrete.



Materials Tester Bob Collins caps a concrete test cylinder to prepare for its testing.



Eileen Joyce, Technical Clerk



Senior Materials Tester Ray Campo analyzes a gravel sample.

side the Project area.

The Materials Testing Lab also monitors the fabrication and installation of structural steel and pre-cast concrete units in Southwest Corridor construction. To insure the quality of all the bridges being constructed and reconstructed as part of the Project, Senior Materials Engineer Frank Kelley works closely with personnel from the structural steel fabricating plants to be sure that shop drawings, mill certificates, and materials used in the fabrication meet all specifications.

Keeping a constant and careful eye on all materials being used in the construction of the Southwest Corridor Project is a major task for the Materials Testing Lab staff, as well as for the Southwest Corridor Project construction field personnel who provide site assistance and support with testing.

"It is extremely important that there is cooperation and a good working relationship to provide the necessary control," Materials Engineer Murray says. "I'm confident that our controls are successful."

The Senior Materials Testers

at the lab include Robert Grenham, Ray Campo, Frank Kelley, and Jim Botti. Other members of the staff are Gerry Hipke, Tom Devine, Arthur Linehan, Bob Collins, and Mike Maio.

Resumen en Español

La calidad de todos los materiales de construcción que los contratistas usan en el Proyecto es controlada por el Laboratorio de Materiales del MBTA. Diferentes pruebas y exámenes se llevan a cabo para asegurar que los materiales, desde cemento hasta acero, están de acuerdo con las especificaciones dictadas por el MBTA.

El Laboratorio de Materiales es parte del Directorio de Control de Calidad cuyo jefe es John F. Dunne, Vice-Director de Construcción. Thomas Murray, ingeniero del Laboratorio de Materiales, indica que las pruebas y exámenes se hacen de acuerdo con los procedimientos industriales de agencias como el American Concrete

Institute y la American Society for Testing and Materials.

El proceso de control de materiales requiere coordinación entre los ingenieros inspectores en las obras y los técnicos del laboratorio. Por ejemplo, cada vez que un contratista usa concreto, el ingeniero del MBTA que supervisa la obra debe notificar con anticipación al laboratorio. Técnicos hacen la prueba del concreto al mismo tiempo que se usa, para asegurar que la calidad está de acuerdo con las especificaciones. En caso de que los materiales que el contratista usa no estén de acuerdo con los términos del contrato, deben de ser re-

emplazados y el contratista absorbe el costo adicional.

El personal del Laboratorio de Materiales, trabajando junto con los inspectores e ingenieros, aseguran que los métodos de construcción empleados en el proyecto son de la más alta posible calidad.

Miembros del Laboratorio son: Robert Grenham, Ray Campo, Frank Kelley, Jim Botti, Gerry Hipke, Tom Devine, Arthur Linehan, Bob Collins, and Mike Maio.



Tom Murray, Materials Testing Engineer has headed the Lab for the past four years.



Materials Tester Tom Devine prepares concrete sample to test the composition of aggregates contained in the concrete.



Materials Tester Gerry Hipke (standing) monitors concrete production process with Lenny Ricciardi of Boston Sand & Gravel.



Ann Ripley, Administrative Assistant



Senior Materials Tester Jim Botti checks a "coring" machine, used to extract concrete samples for testing.



Senior Materials Tester Bob Grenham tests a concrete cylinder.



Materials Testing Lab Photos by James E. Miller, MBTA Photographer.

Section II Planner
Planificadora de la
Sección II

Dee Prima, PRC Harris
67 Long Wharf
Boston, MA 02110
Tel. 723-1700

Section III Planners
Planificadores de la
Sección III

Don Grinberg,
Mary Taylor, HNTH
Suite 3050 Prudential Center
Boston, MA 02199
Tel. 267-6710

Continued from page 1

Park Coalition. This project required over 6,000 feet of granite blocks for a 1/2-mile wall along Circuit Drive and for two other smaller sections of wall at a main parking lot and an entranceway. The section of railroad causeway to be used was the last piece of the Southwest Corridor Project - between Ruggles Street and Carter playground. John Mahoney Construction Company began demolition in October 1983 and delivered the blocks to Refectory Hill in Franklin Park. Beginning November 13, the Parks Department contractor, D.F. Frangioso & Co., set in the 1/2-mile line of stones and completed the work about late-December.

In October 1983, the MBTA and DeMatteo Construction Company demolished the massive 1896 Forest Hills viaduct. Arrangements were made between the MBTA and the Boston Parks Department to deliver the granite blocks to sites in Franklin Park and Franklin Field. In Franklin Park, the Forest Hills blocks will be used in the new Glen Road entrance and the Sigourney Street entrance at White Stadium. Thus, adaptive reuse of local materials has a new meaning in the continuing history of Franklin Park.

Resumen en Español

Una de las características de los parques diseñados por Frederick Law Olmsted es el

uso de materiales indígenas. Uno de esos materiales es la roca conocida como "pudding-stone" que en un tiempo era muy común en la zona y fué usada en lugares como Franklin Park, Back Bay Fens y Charlestown Heights. El desarrollo físico de Boston en los últimos cien años no permite ya más minar esa clase de material.

El viaducto que era parte del ferrocarril, contenía gran cantidad de esa clase de roca e iba a ser derrumbado como parte del Proyecto. El Departamento de Parques de la ciudad de Boston empezó hace varios años a mejorar las condiciones del Franklin Park. La Coalición de Franklin Park, organización de fines no pecuniarios trabajando junto con el Departamento de Parques, petitionó al MBTA a través de la oficina del Proyecto, para usar varios de los bloques de esa roca que eran parte del viaducto a derrumbarse.

Negociaciones entre la Coalición, el Departamento de Parques y el MBTA culminaron en el uso de casi dos millas de bloques como parapetos en Circle Drive, Refectory Hill y otras calles y avenidas dentro del Franklin Park. En esta forma, el Proyecto del Suroeste ha servido como vehículo para que el re-uso de materiales indígenas tome un nuevo significado en la historia del Franklin Park.

Blocks of granite being set in place around the Valley Gates parking lot.



Running block wall at Loop Road in the wilderness section of Franklin Park.



Running block wall at Loop Road and Hagbourne Hill in Franklin Park.



Interviews with Residents of the Southwest Corridor

Question One:

(1) Are you aware of the Southwest Corridor Project and do you see the Project as a benefit to your area?

Answers:

Section I:

John Ballard
St. Charles Street

I know about my section. I've been to public meetings concerning Section I, and I've been following the construction closely.

I think it will be a long-term benefit, especially the New Back Bay Station, but I have some reservations about possible problems for our residential neighborhood from the number of riders and traffic.

Cynthia Wilson
Claremont Park

I know it will change my neighborhood. The tracks will be covered. The MBTA has listened to the community, from the first decision about the cover.

Right now the trucks disturb the neighborhood. But it

means taking an unused space, a gap, and making it a place to walk on, to plant on, to have green things growing, providing access to Mass. Ave. and a bike path all the way from Forest Hills to Back Bay Station.

Section II:

John Wornum
Owner, Roxbury Crossing Auto Body

I am a direct abutter to the Corridor. The area I am in came out fairly well compared to other neighborhoods. We did not have any street closings. In fact,

we gained a bridge at Cedar Street for increased access to our street (Terrace Street) and businesses.

Marjorie Hicks
Highland Street, Roxbury

Yes, I am aware. I've followed the Corridor since the I-95 days. In general, it's been very disruptive with dust pollution and almost daily traffic changes.

Police are sitting in their cars reading the newspaper. It is difficult to see the changes because as fast as they build a street (temp-

orary detour road), they come along and tear it up.

Section III:

William Cochrane
Everett Street

I feel great about it. I like the idea of having the Parkland as the final link in the Emerald Necklace. I think it will work because it is a transit system in a park and the best things are having the trees, pedestrian path, and bicycle path.

It is worth the sacrifice of living near construction to me. It's hard to have a project this big that doesn't inconvenience people. I think the sacrifices we make are worth it and that the worst is over now.

Jo Ann Whitehead
McBride Street

I am hoping that in the long term it will help the properties in the area and hopefully the new line will have the efficiency of the overhead rail. In the short term everything from noise to dirt is very disruptive to the community.

I see the Parkland as a mixed blessing - it will either be very nice or a trashland. The way it is maintained will make a big difference.

Question Two:

(2) Do you see the Southwest Corridor Project as a benefit to you personally?

John Ballard

The Project will make the neighborhood attractive, but right now construction is almost too much for the immediate neighbors.

Cynthia Wilson

I will have a community garden space close by. I will be able to get to Mass. Ave. and to walk over to St. Botolph Street. It will be good to have Claremont Street back. And I can stop going to meetings to keep up with the Project.

John Wornum

Except for the inconvenience of detour roads, neither my

business nor myself was adversely affected. Due to the nature of my business (auto body repair) customers managed to find their way to my repair shop.

Marjorie Hicks

The constant potholes have ruined my car.

William Cochrane

Part of the reason why my wife and I bought our house, which is a two-family, was because of the Project. It will be a real convenience to us and to our tenants to be so close to the transit system.

Jo Ann Whitehead

If any of the abutter land is leased or sold it might be helpful. We (she and her roommate) were concerned at first about the noise rebounding off Jamaica Plain High School. From what we understand now it will probably be quieter for us than the existing Orange Line, which is farther away from us.

Probably the aesthetics, such as the visual impacts and noise levels, will be more valuable to us than the practical aspects of living near the transit system.

Resumen en Español

Preguntas

(1) ¿Qué es lo que sabe del Proyecto y cree usted que el Proyecto ha de beneficiar a su vecindario?

(2) ¿Cree usted que el Proyecto le beneficiará personalmente?

Section I

John Ballard
St. Charles Street

(1) Se lo que está pasando en mi sección ya que asisto a las reuniones públicas.

Creo que el proyecto tendrá beneficios a largo plazo para nuestro vecindario, especialmente la estación de Back Bay. Me preocupan problemas potenciales como la

cantidad de pasajeros y el tráfico.

(2) El proyecto va a mejorar la zona, pero por el momento la construcción y sus consecuencias son casi insostenibles.

Cynthia Wilson
Claremont Park

(1) Se que mi vecindario ha de cambiar ya que las vías van a quedar cubiertas. El MBTA ha respondido a la comunidad, desde la decisión de cubrir las vías hasta ahora. Por el momento los camiones nos molestan.

El proyecto resultará en que un espacio sin uso, un zanjón, va a terminar siendo un lugar donde uno puede caminar, sembrar plantas y árboles, que dará acceso a la Avenida Massachusetts y que permitirá ir en bicicleta desde Forest Hills hasta la estación de Back Bay.

(2) Yo voy a tener cerca un jardín. Podré caminar hasta Mass. Ave. y St. Botolph Street. La calle Claremont será habilitada otra vez. Y no tendré que asistir a más reuniones para saber lo que está pasando.

Section II

John Wornum
Owner, Roxbury Crossing Auto Body

(1) Vivo al lado del Corredor. La zona donde yo vivo no ha sufrido mayores inconveniencias. No tuvimos calles cerradas y tenemos un puente nuevo que nos dá mejor acceso a la calle Terrace y a los negocios.

(2) Con la excepción de cambios temporarios de las calles, ni mi negocio ni yo fuimos incomodados.

Marjorie Hicks
Highland Street, Roxbury

(1) Sí, estoy al tanto del Proyecto desde los días de I-95. En general, el proyecto ha interrumpido nuestra vida cotidiana con polvo de la construcción y cambios de tráfico casi diarios. Los policías se sientan en sus autos leyendo el diario. Es difícil estimar los cambios (de las calles) ya que tan pronto hacen una, vienen y la destruyen para hacer otra.

(2) Los agujeros constantes en las calles debido a la construcción han arruinado a mi auto.

Section III

William Cochrane
Jamaica Plain

(1) Me siento muy conforme con el Proyecto. Me gusta la idea de terminar el Collar de Esmeralda (como Parque que rodea a la ciudad). Creo que ha de funcionar bien porque será una línea de transporte rodeada por árboles, con camino para peatones y bicicletas.

El sacrificio de nuestro vecindario durante la construcción valdrá la pena. Es difícil construir un proyecto de esta magnitud sin incomodar a la gente. Creo que la peor parte ya ha pasado.

(2) Una de las razones por la cual mi esposa y yo compramos esta casa de dos departamentos fué el Proyecto. Va a ser muy conveniente para nosotros y nuestros inquilinos tener transportación tan cerca.

Jo Ann Whitehead
Jamaica Plain,

(1) Espero que a largo plazo, el Proyecto ayudará a las propiedades de la zona y la nueva línea será tan eficiente como la que existe hoy. En el corto plazo, el ruido y basura de la construcción son un incordio.

El parque lo veo como una cosa buena y mala - va a terminar ó siendo muy lindo ó un receptáculo de basura. El mantenimiento va a hacer la diferencia.

(2) Si los terrenos adyacentes se alquilan ó venden, sí. Al principio, nos preocupaba el ruido de los trenes, una vez abierta la línea. Tenemos entendido que será menos de lo que es hoy debido al elevado.

Para nosotros, el impacto visual y menos ruido, más que vivir cerca del transporte, serán los más grandes beneficio del proyecto.



John Ballard
St. Charles Street



Cynthia Wilson
Claremont Park



Marjorie Hicks
Roxbury




William Cochrane
Jamaica Plain





Jo Ann Whitehead
Jamaica Plain

SWCP Construction Contract Information

Line Construction Contracts



| | Section I | |
|---|-------------------------------------|---|
| Contract Number | 097-115 | 097-120 |
| Contract Name | Section I Line Construction Part A | Section I Line Construction Part B |
| Location | West Canton Street to Camden Street | South Cove Tunnel (near Tremont Street) to West Canton Street |
| General Contractor's Name | Schiavone Construction Company | J. F. White/Morrison-Knudsen/Mergentime Corporation |
| Contractor's Site Office Address | 200 Camden Street | 24 Yarmouth Street |
| Contractor's Phone/kuise # | 437-9300 | 536-7999 |
| Contractor's Superintendent and Project Manager | Tom Hyer | Lloyd Perkins Dennis Foley |
| MBTA Site Office | 716 Columbus Avenue | 716 Columbus Avenue |
| MBTA Construction Project Manager | William Quinlan | William Quinlan |
| MBTA Resident Engineer | Andy Bernazzani 445-4063 | Walter Hope 445-4063 |



| | Section II | | |
|---|--|--|---|
| Contract Number | 097-217 | 097-219 | 097-216 |
| Contract Name | Section II Line Construction Part C | Section II Line Construction Part D | Section II Line Construction Part B |
| Location | Ruggles Street to Prentiss Street | Camden Street to Ruggles Street | New Heath Street to Hoffman Street |
| General Contractor's Name | Modern Continental Construction Company | John Mahoney Construction Company | Schiavone/Modern Continental Construction Company |
| Contractor's Site Office Address | Tremont Street and Camden Street | Columbus Avenue at Melnea Cass Boulevard | Amory Avenue off of Amory Street |
| Contractor's Phone/kuise # | 427-6654 | 445-8491 | 542-5301 |
| Contractor's Superintendent and Project Manager | Leroy Sott Cosmo Pallozola | Phil Hanks Nicholas Coronis | Ron Tudor |
| MBTA Site Office | Roxbury Crossing at Elmwood and new Dudley | Roxbury Crossing at Elmwood and new Dudley | Roxbury Crossing at Elmwood and new Dudley |
| MBTA Construction Project Manager | Jack Dougherty | Jack Dougherty | Jack Dougherty |
| MBTA Resident Engineer | Bill Murphy 427-0555 | Frank Sullivan 427-0555 | Tony Polcari 427-0555 |

| | Section III | |
|---|---|---|
| Contract Number | 097-306 | 097-316 |
| Contract Name | Section III Line Construction | Section III Line Construction |
| Location | North and South of Forest Hills Station | South of Boylston Street to Hall Street |
| General Contractor's Name | M. DeMatteo Construction Company | Cruz Construction Company |
| Contractor's Site Office Address | Washington Street, Forest Hills | 65 Boynton Street Jamaica Plain |
| Contractor's Phone/kuise # | 522-9666 | 524-3202 |
| Contractor's Superintendent and Project Manager | Ed Latessa Tom Gustenhoven | Joe Camba John DiBiasi |
| MBTA Site Office | Arboretum Yard, Forest Hills | Arboretum Yard, Forest Hills |
| MBTA Construction Project Manager | Joe Clougherty | Joe Clougherty |
| MBTA Resident Engineer | George Murphy 722-5078 | Tom Fleming 722-5078 |

Station Contracts

| | Section I | Section II | |
|---|---|--|--|
| Contract Number | 097-117 | 097-214 | 097-215 |
| Contract Name | Massachusetts Avenue Station | Roxbury Crossing Station | Jackson Square Station |
| Location | Massachusetts Avenue between Columbus Avenue and St. Botolph Street | Tremont Street at new Dudley and Columbus Avenue | Centre Street at Columbus Avenue |
| General Contractor's Name | J. F. White Contracting Company | Modern Continental Construction Company | Modern Continental Construction Company |
| Contractor's Site Office Address | Massachusetts Avenue at St. Botolph Street | Tremont Street at Camden Street | Tremont Street at Camden Street |
| Contractor's Phone/kuise # | 267-3621 | 442-0188 | 442-0188 |
| Contractor's Superintendent and Project Manager | Roger Plante Harold Bleicher | Rory Neuhaur Steve Harrington | Steve Harrington |
| MBTA Site Office | 716 Columbus Avenue | Roxbury Crossing at Elmwood and new Dudley | Roxbury Crossing at Elmwood and new Dudley |
| MBTA Construction Project Manager | William Quinlan | Jack Dougherty | Jack Dougherty |
| MBTA Resident Engineer | Bill Howell 445-4063 | Frank DeFronzo 427-0555 | William Caines 427-0555 |

| | Section III | | |
|---|---|---------------------------------|---|
| Contract Number | 097-307 | 097-308 | 097-320 |
| Contract Name | Boylston/Jamaica Plain Station | Green Street Station | Forest Hills Station and Line |
| Location | Boylston Street between Amory Street and Lamartine Street | Green Street at Amory Street | Adjacent to Existing Forest Hills Station |
| General Contractor's Name | Kiewit-Eastern Company | J. F. White Contracting Company | J. F. White/Morrison-Knudsen/Mergentime Corporation |
| Contractor's Site Office Address | Lamartine at Paul Gore Street | Arboretum Yard Forest Hills | Arboretum Yard Forest Hills |
| Contractor's Phone/kuise # | 522-6542 | 964-0100 | 964-0100 |
| Contractor's Superintendent and Project Manager | Rick MacInnes | Alev Kokturk | Tony Masiello Peter Martin |
| MBTA Site Office | Boylston Street adjacent to station | Asticou Road Forest Hills | Asticou Road Forest Hills |
| MBTA Construction Project Manager | Joe Clougherty | Joe Clougherty | Joe Clougherty |
| MBTA Resident Engineer | Joe Radone 522-5983 | Ed Farley 722-5078 | George Murphy 722-5078 |